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SATURDAY, NOVEMBER 14, 1914.

SIXPENCE.

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THE "MUD BATH"! A 200-LB. PROJECTILE BURSTING HARMLESSLY IN THE SOFT SOIL IN A BRITISH TRENCH.

An officer writing from somewhere in the trenches near the Aisne speaks of the huge 200-lb. German howitzer-shells crashing down at the rate of one every two minutes and making huge craters where they fall. Mr. Frederic Villiers adds to this information, on the sketch from which this drawing was made, "On impact these shells burst in

the soft, clay-like soil in an unconfined way and do little damage. Tommy soon got accustomed to this new bogey, and christened it the 'Mud Bath.' After three hours' shelling, no one was seriously hurt in this particular trench." Even the soldier seen on the right knocked over by the explosion was unharmed—only half smothered with mud.

DRAWN BY A. C. MICHAEL FROM A SKETCH BY FREDERIC VILLIERS, ONE OF OUR SPECIAL WAR ARTISTS.—[COPYRIGHTED IN THE UNITED STATES AND CANADA.]

CHESS.

F GRANT (New York).—In Problem No. 3668 there is no second solution by 1. K takes P. The try is a near one, we admit; but black replies P takes P, and then, if 2. K takes P, Kt to B 7th prevents mate next move.

R B J (Peckham).—Thanks. We fear a good many interests are similarly disturbed.

M J SMITH (Hull).—Your letter is not clear. You must send us a diagram of the position.

CORRECT SOLUTIONS OF PROBLEM NO. 3673 received from J B Camara (Madeira), W Dittlof Tjassens (Apeldoorn), Blair H Cochrane (Harting), R Donner (Englefield Green), R James (Belford), L Mead (Wigan); of No. 3675 from H S Brandreth (Weybridge), H Dover (Harlesden), A W Hamilton Gell (Exeter), and L Mead of No. 3674 from Captain Challice (Great Yarmouth), W Dittlof Tjassens, A W Hamilton Gell, F J Overton (Sutton Coldfield), J Verrall (Roddell), and F Newman (Bristol).

CORRECT SOLUTIONS OF PROBLEM NO. 3676 received from Julia Short (Exeter), H Grasset Baldwin (Guildford), G Stillingfleet Johnson (Cobham), J Fowler, A H Arthur (Bath), R Worries (Canterbury), H S Brandreth, R C Durell (South Woodford), W Best (Dorchester), Mark Dawson (Horsforth), Rev. J Christie (Redditch), Montagu Lubbock, Captain Challice, J Smart, and W E Tyler (Colchester).

SOLUTION OF PROBLEM NO. 3675.—By T. W. GEARY.

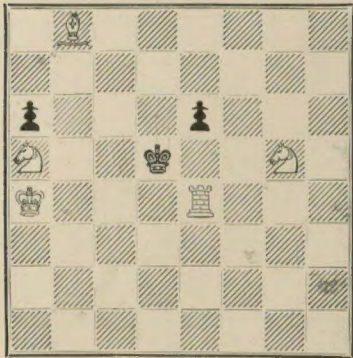
WHITE
1. B to B 8th
2. Q to Q 4th (ch)
3. Kt or B mates.

BLACK
K to B 5th
K moves.

If Black play 1. Kt moves, 2. B takes Kt (ch); and if 1. P to Kt 4th, then 2. B to B 5th (ch), K to B 5th, and 3. Q mates.

PROBLEM NO. 3678.—By W. H. TAYLOR.

BLACK



WHITE.

White to play, and mate in three moves.

CHIEF IN ENGLAND.

Game played in the Championship Tournament of the British Chess Federation at Chester, between Dr. SCHUMER and Mr. SPARKES.

(Vienna Game.)

WHITE (Dr. Schumer)	BLACK (Mr. Sparkes)
1. P to K 4th	P to K 4th
2. Kt to Q B 3rd	Kt to K B 3rd
3. B to B 4th	Kt to Q B 3rd
4. P to Q 3rd	B to Kt 5th
5. Kt to K 2nd	P to Q 3rd
6. Castles	
7. B to K Kt 5th	P to K R 3rd
8. B takes Kt	Q takes B
9. Kt to Q 5th	Q to Q sq
10. Kt takes B	Kt takes Kt
11. P to B 4th	B to Kt 5th
12. P to K R 3rd	B takes Kt

Both sides miss the right way at this point. White should have preceded P to K B 4th with P to Q B 3rd to prevent Black's reply of P to Q 4th, and by neglect of the latter, Black is left with an inferior position.

13. Q takes B Kt to B 3rd
14. P to B 3rd Kt to R 4th
15. B to Kt 5th P to Q R 3rd
16. B to R 4th P to Q Kt 4th
17. B to B 2nd P to B 4th
18. Q to R to Q sq Q to B 2nd
19. P to B 5th

Much better than P takes P. This advance, indeed, becomes the decisive factor in the final struggle.

19. P to Kt 3rd
20. Q to Kt 4th K to R 2nd
21. R to B 3rd R to K Kt sq
22. Q R to K B sq P to Kt 4th
23. P to B 6th Kt to B 3rd

A certain Herr Lasker has been airing his views to the Berlin public on the British Navy, apparently because he believes himself worthy to be styled the chess champion. The only claim we know this individual has to the title arises from the fact that the last time he ventured to defend it, he escaped defeat by a lucky fluke that gave him a draw. Since then there has been the same difficulty in getting him to fight as Sir J. Jellicoe has experienced with the German Fleet. Otherwise his remarks have about the same value as would those of a beetle concerning a steam-roller.

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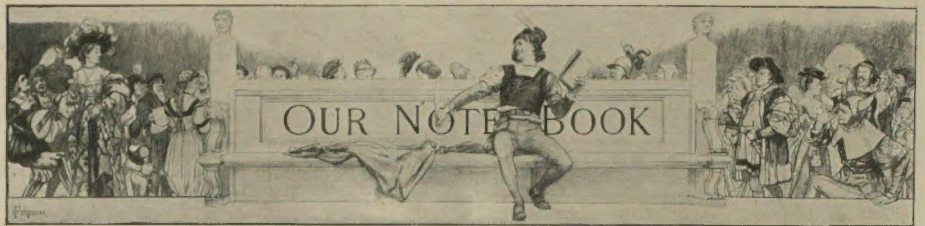
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BY G. K. CHESTERTON.

I WAS staying some little time ago at an inn in a University town; I was sitting in a sort of outer lounge after dinner, drinking a glass of port—or of port wine, as Lady Grove insists; but that great controversy has been drowned in the din of more passing things. There came into the place four young men in khaki—Territorials, I imagine—and ordered whiskies-and-sodas. They were all of the kind we call gentlemen, but they were discussing their immediate work and instruction much more responsibly and intelligently than undergraduates ever discuss theirs. If they had been four Archdeacons instead of four soldiers, they could not have been less likely to think of getting drunk in such a place or at such a time. But they had been watching railways for a long time, and felt at once fatigued and friendly, and had come together for a talk and a cup of kindness—a cup which their own mothers or grandmothers would have given them, which nobody would ever have dreamed of refusing to them, especially in their own class, if they had not committed the offence of offering to serve the King. The attendant returned and said they could not be served unless they were staying in the hotel. It was what we normally call quite early in the evening—some time before the politicians and millionaires who make these regulations begin to go out to parties at each other's houses.

I was annoyed. I said that I was staying in the hotel, and that I wanted four whiskies-and-sodas. The functionary looked at my glass of port (or port wine) with an eye of doubt, conceiving, not wholly without plausibility, that the two liquors mixed in such singular rapidity and disproportion showed a taste that was at least eccentric. I explained to him that I always insisted on having four whiskies-and-sodas, in a kind of rank or pattern in front of me, before I would touch one of them. I said I liked to feast my eyes on the future, on the fiery and bubbling gold of one tumbler while I feasted my mouth upon the other. I was just going to explain that it was a hereditary idiosyncrasy, when the slave suddenly withdrew, with something that in softer times might have been the eclipse of a smile. When he came back, however, he was even gloomier than before. He used the singular expression (I need hardly say, quite unintelligible to myself) that "It couldn't be done that way either." The soldiers thanked me with only too much courtesy for my ineffectual assistance, I accepted a cigar from one of them, and so I was left with the vantage at the end—I who had not been watching railways, who had not given my youth to duty and perhaps to death, who can do nothing for my country except protest against its being tripped up with red tape, and ruined by paltriness and priggishness in the very hour of its fate.

Nobody has ever offered anything resembling a rational defence of the fantastic laws and bye-laws that regulate fermented liquor in this country. They are not even Puritan, they are not even Teetotal, they are not even Mohammedan laws. They are either passed for no reason whatever, or they are passed for commercial and probably corrupt reasons that you and I do not know. For instance, there is some sort of regulation by which a man may buy a small bottle of curaçoa if he buys with it a bottle of whisky or gin, but not if he buys with it a bottle of ale or light claret. No conceivable human ingenuity can make this a measure making for temperance, or intended to make for temperance. Put in plain words, it is simply this: that if a man happens to like a little curaçoa, you bribe him with curaçoa to buy a bottle of gin. Whereas he might have made a clean Christian meal, with a little white wine and one liqueur, you load him by law with something which is really as dangerous as dynamite—something of which savages have died like flies, and which all men may learn to like merely because it is cheap and very alcoholic. Why are rules of this kind made? I do not think that even the depth of sectarian folly can explain them. I think they are made to increase the profits of somebody somewhere; and I think that suspicion lies over every regulation we make in the matter. Yes, even over the regulations made in a time which, one would think, might have purified all men with pity and terror.

The Germans are wildly wide of the mark, as I noted last week, in supposing the English capable of conspiring against them. The English are neither diabolical enough nor diplomatic enough, nor even

democratic enough for such a single and sinister design. Alas! the little there has been of conspiring by our ruling class has not been conspiring against the German people: it has been conspiring against the English people. It has not been so clear and conscious a plan as the German plan for the conquest of England. But it has been a much more successful one. It is generally at the very moment when the English are conquering in some other land that they are being conquered in their own land. It may seem an ugly thing to say; but history supports it with very ugly examples. Let any man make a list of the enclosures—that is, the common lands stolen by the landlords. He will be faced with the unpleasant fact that the worst and widest land-grabbing went on side by side with the great Napoleonic wars. It is a sad story, but it is a true one. The English yeoman or yokel, at the very moment when his foot was firmest in Spain or Belgium, was being tripped up treacherously in Hampshire or Kent. After expelling the terrible French from country after country, he returned to find a country from which he himself had been expelled. It is only too certain that even the brotherhood on the battlefield does not prevent unbrotherly action at home. It is only too certain that while the officer was honestly charging ramparts, his agent was dishonestly pulling down fences. I could give many other examples of the same annoying fact. For instance, Robespierre could never have imposed any of his old-maidish ideals upon Paris if all men's eyes and hopes and fears had not really been fixed upon the burning belt of the frontier—that German and Belgian frontier where so many Frenchmen, then even as now, died of being alive. Therefore I think it more important, if anything, to keep our eye on prigs in time of war than in time of peace. I think there is little fear of the kind of evils against which special constables are supposed to guard. I do not think the majority of the English will give rein to their vices just now. But if the minority of the English give rein to their virtues—the mischief will be very much greater.

Therefore, I put before the reader the problem of my poor Territorials and their whiskies-and-sodas. Can anyone tell me what public or patriotic purpose is served by shutting up an inn one hour earlier, so as to shut out genuine volunteer soldiers from the mild refreshment which they ask at the only time when they are likely to ask it? What is this curious chronological restriction actually supposed to be for? Is it for the credit of the Army? But soldiers are, by the nature of things, already under a much stricter discipline than other men; and there is no need for any to issue orders to them except their superiors. If a commander chooses to tell his men to assemble before lunch and wait for their supper, I presume that he can do so. If a private turns up drunk, if a private merely turns up late, the fault can (I suppose) be punished more severely than self-indulgence or unpunctuality can be punished in private life. Is it for the credit of the inn? For that there seems to be the highly logical arrangement that a man staying all night may go on drinking all night, and hail the day-break with howls of drunken triumph, to the vast improvement of the public repute and purity of the place. The only kind of drinker who must not have a drink is he who makes it quite clear that he will only have one. The only man who must not come in is the man who will certainly soon go out. Is it for the credit of the town? Do these people imagine that it is not as easy to get blind drunk by ten o'clock as by eleven or twelve? Do they not know that in Glasgow and every city where "chucking out" occurs early the streets are full of dangerously drunken men? What is the idea, what was ever the idea, of this mere shifting and shrinking in the hours of drink?

I am haunted with the horrid idea that behind all such senseless social changes there is merely a powerful interest. I fear that it is nothing so clean and clear-cutting as even Mrs. Carrie Nation's axe. I fear it is that kind of axe that people bring not to use but to grind. I seriously believe that most of these modern restrictions are not intended ultimately to decrease immoderate drinking, but simply to increase immoderate wealth. But I am quite ready to reconsider my view if anybody can tell me any way, however indirect or distant, in which they could promote temperance.

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THE GREAT WAR.

By CHARLES LOWE



AS was to be expected of the oratory at the Lord Mayor's banquet, its dominant note, as struck by Lord Kitchener, was the paramount necessity of getting more men for our field armies, apart from the million and a quarter already under training. The British people are only now beginning to realise what they are in for—a war such as never before has been upon their hands, and compared with which our long conflict with Napoleon will simply be dwarfed. As Mr. Asquith said at the Guildhall, "It is going to be a long-drawn-out struggle."

We shall need to have not one but a couple of million men in the field if the enterprise is going to succeed according to schedule. The Lord Mayor's procession—I will not call it "Show"—was a revelation of the splendid material at our disposal in all parts of the Empire, if only it can be procured in time and worked into proper shape. There is the more necessity for an all-round effort in this direction seeing that, within the last few weeks, there has been a serious landslide of public opinion with regard to the relative functions—offensive and defensive—of our two services. People thought and said, "Oh, it's all right. Our Navy will smash the German Fleet whenever it shows itself"—but it refuses to do so.

Besides, the various isolated "scraps" we have already had with the enemy show that the conditions of naval warfare—with its mines, submarines, and what-not—have in recent years materially altered in favour of the weaker side. The ratio of the "Navy List" of one Sea Power to that of another has now a different meaning from what it used to have. There is as little use blinking this fact as any other fact. The best way to get the better of anyone is to look him straight in the face. The action off the coast of Chile showed that the men behind the broadside guns, however efficient and heroic, are hopelessly handicapped by equally courageous opponents behind far heavier guns. The sinking of the *Monmouth* and the *Good Hope*—the latter, by-the-by, the cruiser which carried Mr. Chamberlain to the Cape to straighten out the tangle of affairs after the Boer War—was almost inevitable in the as yet unexplained absence of the battle-ship *Canopus*, which should have formed part of Admiral Cradock's squadron.

But the wireless spy-service of the Germans on the coast of Chile—which seems still able to give us points there as elsewhere—completed our comparative misfortune and robbed us of a couple of our cruisers—a loss, however, which was off-setted—even supposing Admiral von Spee had not to lament the foundering of two of his five vessels—by the mine-destruction, off Wilhelmshaven, of the *Yorck*, a unit of the squadron which had the effrontery to steal across the North Sea and throw ineffective shells towards Yarmouth, where a monument to Nelson himself dominates the scene—as well as by the "internment," or putting out of action by the U.S. Government, of the German cruiser *Geier* ("Vulture," with its claws clipped) which had taken refuge at Honolulu and overstayed its welcome.

But, after all, what are our vexatious little naval "mishaps" in the North Sea and the South Pacific in comparison with the indirect addition to our sea power by the surrender of Tsing-tau, the German "Port Arthur" of the Far East, to its Japano-British besiegers? The action of our statesmen who were prescient enough to enter into an alliance with Japan has now been strikingly justified—by events. With the loss of Kiaochow, Germany has now not a single

"place in the sun," except, perhaps, in Africa, where it is absolutely certain that this same sun will presently become much too hot for her to stay there any longer.

As for our own particular places in the sun, they have now received a formal addition in the shape of the island of Cyprus; though the suicidal folly of the Turks in yielding to the bribes and blandishments of the desperate Germans will only excite a feeling of mild surprise that it should have been thought necessary by our statesmen to legalise our title to a possession which no one ever thought of disputing—least of all the Austrians, who "legitimised" their occupation of Bosnia-Herzegovina by the same conditions of tenure. Still, the occupation of Tsing-tau by the Japanese will count more for us even in this world-war than our formal annexation

cornered and cooped up in an estuary of German East Africa and equally put out of action.

While our naval prospects have thus, on the whole, very much improved, the military aspect of the war is also much brighter, and nowhere are the Germans making progress—least of all towards Calais, which the Kaiser had sworn to take even if it were tied to Heaven with chains, as Wallenstein said of Stralsund. The behaviour of our gallant army in France and Belgium continues to be "splendid"—though, indeed, the same may be said of our gallant friends; and every unit in the Allied armies seems to vie with one another in deeds of death-despising daring and endurance. In particular, our people have been thrilled by the way in which the "London Scottish" underwent their baptism of fire, near

Messines, at the hands of the Kaiser's boasted Bavarians, to whom they gave more than they got, and when the stern bayonet-encounter was over the field was strewn with many "*Raupenhauben*," or "caterpillar" helmets in contradistinction to the "*Pickelhauben*," or spiked helmets worn by the Prussians.

Scotland may well feel proud to think that as it furnished the British Army with its premier regiment, the "Royal Scots," so it has also now supplied the first Territorial battalion to shed its blood for the Empire. The scene of its prowess, too, was associated with Scotland in a curious sort of way. For close to Messines—just over the French frontier—is Bailleul, a place which gave its name to the Anglo-Norman family one member of which founded Balliol College, Oxford, and another, John, was King of Scotland for a short time; and not far from Bailleul is Bethune, from which another Scottish family variously signing themselves "Bethune" or "Beeton," derived its name. All those associations might have caused the "London Scottish"—if they had only been free to read history instead of making it—to carry their minds back to the times of the "Auld Alliance" between France and Scotland, when the French Kings enjoyed the devotion of a "Garde Ecosaise" (wherein Quentin Durward, among others, served) which may now be said to have been revived by the hoden-grey Highlanders from London town who have been shedding their blood in the cause of France. No wonder that their second battalion, which was formed in less than a fortnight, and is thirsting to be sent to the front to fill up the gaps in the ranks of their comrades made by the bayonets and bullets of the Bavarians—no wonder, I say, that this second battalion was warmly cheered as it swung along through the streets on Lord Mayor's Day.

But perhaps the best of all the week's news came, not from the western but the eastern portion of the theatre of war, where the Russians in overwhelming masses had been driving all before them—the Austrians in one direction, and the Germans in another, and the soil of Prussia is already invaded. No wonder that the Tsar returned to Headquarters to be present at a "Te Deum" in celebration of the victories of his armies, which, it is clear, have been immensely improved since their campaign in Manchuria—as much so as our own since our experience in South Africa, for misfortune is ever the best teacher, especially in military affairs.

If the Russians can only make good their advance into Silesia, the situation on "the road to Calais" will be placed beyond all doubt and danger.

LONDON, NOVEMBER 10.



THE BRILLIANT GENERALISSIMO OF THE ARMIES OF VICTORIOUS RUSSIA :
THE GRAND DUKE NICHOLAS.

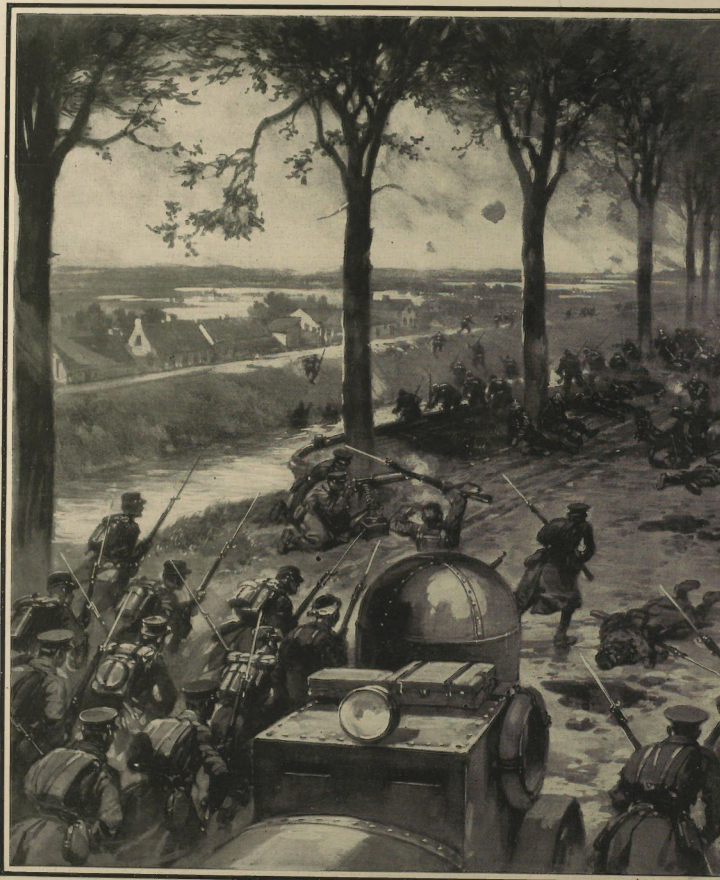
Speaking at the Guildhall banquet, Lord Kitchener said: "The Russian armies, under the brilliant leadership of the Grand Duke Nicholas, have achieved victories of the utmost importance and of vast strategical importance in the general campaign." The Grand Duke Nicholas, Generalissimo of the Russian Armies in the field, whose genius as a leader has shown itself so splendidly, has long been known as a soldier. Before the war he held office as Inspector-General of Cavalry. He is in his fifty-eighth year, and first saw active service in the Russo-Turkish War of 1878, winning the St. George's Cross for personal valour. As the victor in the tremendous battle in Galicia which enables the Russians to invade Germany, the Grand Duke, in addition to Lord Kitchener's eulogy just quoted, has been the recipient of a personal message of "the warmest congratulations" from General Joffre.—[Photo. E.N.A.]

of Cyprus, since it will set free our squadron in the Far East to clear the seas at last from the few remaining cruisers and corsairs of Germany still at large.

In this respect a good beginning has already been made by the bursting up of the notorious *Emden*—whose gallant Captain, von Müller, it must be owned, was one of the right sort—which was at last overtaken and called to account by H.M.S. *Sydney*, of the Australian Squadron, at Cocos Keeling Island; while her sister-cruiser, the *Königsberg*, has also been

THE ROAD TO CALAIS AS THE ROAD TO RUIN: GERMANS

DRAWN BY H. W. KOEKKER FROM A SKETCH BY



"CAUGHT BY THE INUNDATIONS ON THE RIGHT BANK OF THE YSER DURING THE DESPERATE STRUGGLES ROUND YPRES": GERMAN ARTILLERY STUCK IN MARSHY GROUND AND INFANTRY AN ARMoured CAR AND MACHINE-GUN.

In his notes to the sketch from which the above drawing was made, Mr. Frederic Villiers points out that it shows "German artillery caught by the inundations on the right bank of the Yser" "ring the desperate struggles round Ypres for the capture of the Calais road." The flooding of the country by the Belgians proved very effective in checking the German advance on the line of the Yser and its canal connections. The French official communiqué of October 30 said: "On the extreme left the floods spread by the Belgians Army in the lower valley of the Yser have obliged the hostile forces which had crossed this river to fall back. During their retreat they were vigorously shelled by the Belgian and French artillery." By the Belgian Headquarters report of November 1 it was stated that "the inundation between the Yser and the Nieuport-Duinkerke railway has made the ground marshy, and the

ROUTED AND THEIR GUNS ENGULFED IN THE SWAMPS.

FREDERIC VILLIERS, ONE OF OUR SPECIAL WAR ARTISTS.



STRUGGLES ROUND YPRES": GERMAN ARTILLERY STUCK IN MARSHY GROUND AND INFANTRY AN ARMoured CAR AND MACHINE-GUN.

enemy's trenches are untenable." The next day's Belgian report said: "The flooding of the country proceeds. . . . Prisoners from the Third German Army Corps report that mixed units of every description make up the forces which are fighting on the Yser. The new men complain of the difficulty of fighting in marshy land and of the losses which have been inflicted on them by the artillery of the Allies, and especially by the naval guns between Dixmude and Blankenbelle." Our artist's drawing shows an incident of the fighting in this region. In the foreground is an Allied force with a machine-gun mounted on an armoured car. To the left are some Allied troops together, and to the right a little group of British soldiers, all advancing against the enemy. As one faces the drawing, the direction of Calais is on the left, and on the right that of Dixmude and Oudenarde. (Drawing Copyrighted in the United States and Canada.)

PRESIDENT POINCARÉ'S COUNTRY HOUSE A TARGET FOR GERMAN GUNS; SHELL-FIRE RUIN; AND OTHER SCENES.

PHOTOGRAPHS BY FARRINGTON PHOTO. CO., ILLUSTRATIONS BY BUREAU, C.N., AND NEWSPAPER ILLUSTRATIONS, LTD.



ONE END OF THE NIEUPORT-DIXMUDE LINE ON WHICH THE GREAT BATTLE OF THE DUNES BEGAN:
A STREET IN NIEUPORT UNDER GERMAN SHELL-FIRE.



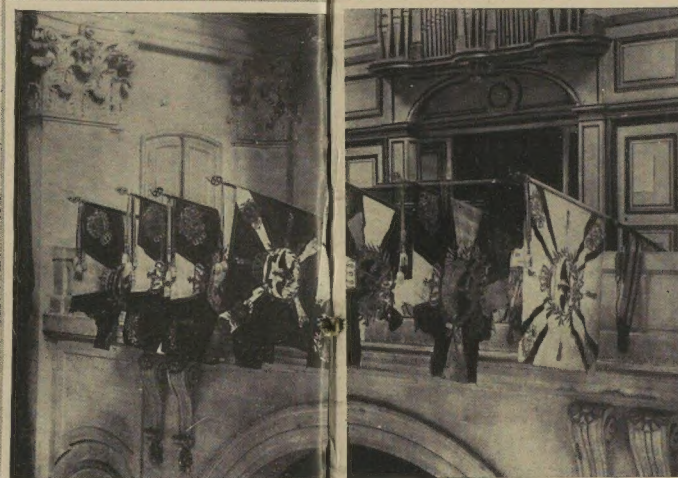
AS IT WOULD BE HERE IN THE EVENT OF INVASION: A BELGIAN'S HOME ON THE
RIVER YSER WRECKED BY GERMAN SHELLS.



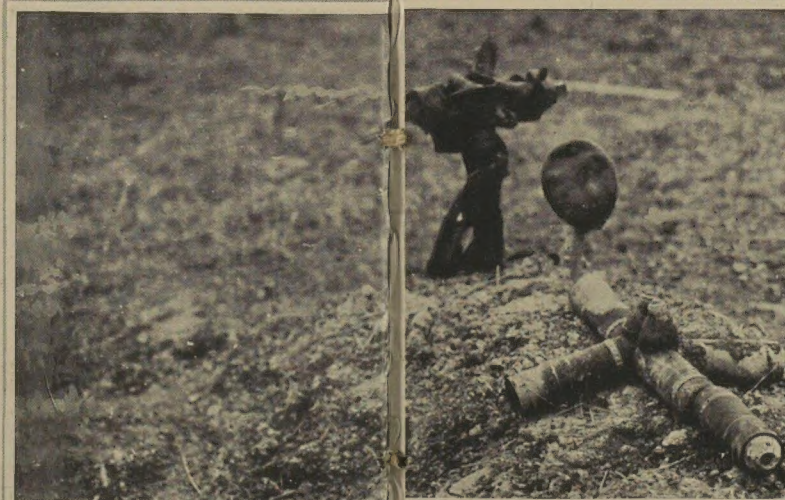
PHOTOGRAPHED JUST AFTER THE FALLING OF A GERMAN SHELL, WHOSE SMOKE IS SEEN IN THE BACKGROUND:
A STREET IN NIEUPORT.



THE TARGET OF FORTY-EIGHT GERMAN SHELLS IN TWO BOMBARDMENTS: LE CLOS—PRESIDENT POINCARÉ'S
HOUSE AT SAMPIGNY.



WAR TROPHIES WON BY THE HEROIC FRENCH ARMY: SEVEN CAPTURED GERMAN
FLAGS IN THE CHAPEL OF THE INVALIDES.



THE SYMBOL OF THE PRINCE OF PEACE: A GERMAN
OFFICER'S GRAVE ON THE FRENCH FRONTIER.



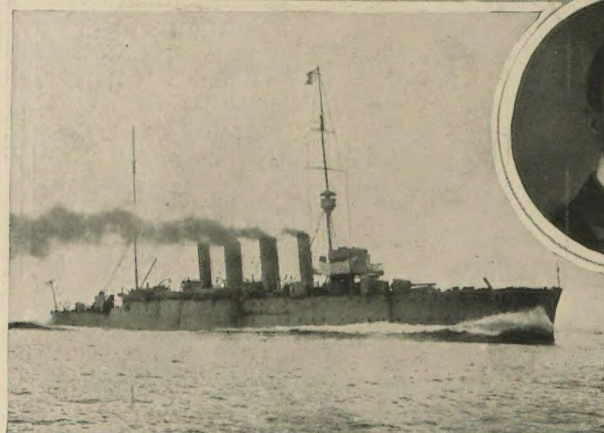
GOING TO DO SPADE-WORK FOR THEIR MORE SEASONED COMRADES: BELGIAN RECRUITS ON THEIR WAY
TO DIG TRENCHES.

In the great Battle of the Dunes for the coast-road to Calais—a conflict whose centre of gravity has since shifted further south to Ypres—the little town of Nieuport, near the mouth of the Yser, was for some weeks the scene of fierce fighting, to which the condition of its streets and buildings bears eloquent witness. Though there has since been a lull in the conflict near the sea, the town still remains in the danger-zone. The Belgian headquarters reported on November 8 that "on the Yser the great bridge-head of Nieuport was reoccupied after an offensive movement by the Allies." The official report of the next day said: "In the neighbourhood of Nieuport the situation remains almost stationary, with a slight advance."—It was reported on October 9 that on the previous day the Germans had again bombarded President Poincaré's property at Sampigny, near St. Mihiel, in Lorraine. A "Times" correspondent

who visited that district a week later wrote: "The damage at Sampigny, a peaceful little village of 1600 inhabitants perched above the Meuse between the two ranges of hills on each side of the river, is confined to only a few houses; one of them, called Le Clos, happens to belong to the President of the Republic, and has accordingly been made the target for forty-eight German shells during the two bombardments. It is now a heap of ruins." The Belgian Army has not only come through three months of hard campaigning against terrific odds with wonderful endurance and heroism, but it still retains a vigorous power of offensive, and is making good its losses by recruiting. Belgians between eighteen and thirty have been called to the colours. Our photograph No. 7 shows some of the younger recruits on their way to dig trenches for the older and more experienced troops.

BURNT: AND IMPRISONED: THE "EMDEN" AND THE "KÖNIGSBERG."

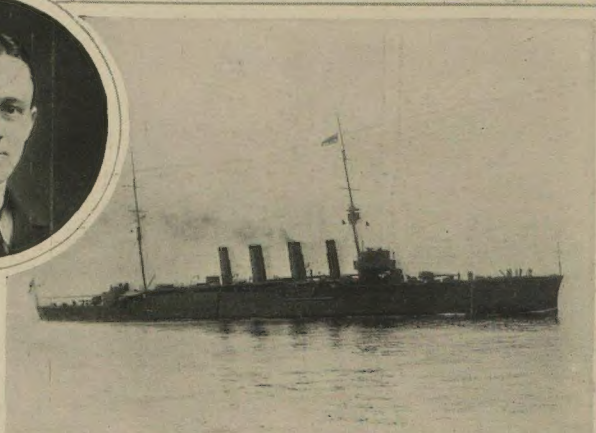
PHOTOGRAPHS BY ROBERTSON, ELLIOTT AND FRY, SYMONDS, AND LAFAYETTE.



ONE OF THE BRITISH SHIPS ENGAGED IN THE LARGE COMBINED OPERATIONS AGAINST THE "EMDEN": H.M.A.S. "MELBOURNE."



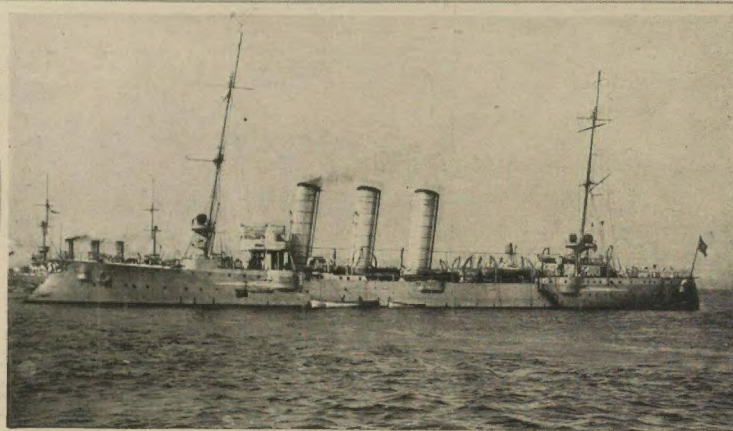
DISCOVERER OF THE "KÖNIGSBERG": CAPTAIN SYDNEY R. DRURY-LOWE, OF H.M.S. CHATHAM.



THE SHIP WHICH DISCOVERED THE "KÖNIGSBERG" HIDING UP THE RUFIGI RIVER AND BOMBARDED HER: H.M.S. "CHATHAM."



CAPTAIN OF THE SHIP WHICH MADE THE "EMDEN" FIGHT: CAPTAIN JOHN C. T. GLOSSOP, OF H.M.A.S. "SYDNEY."



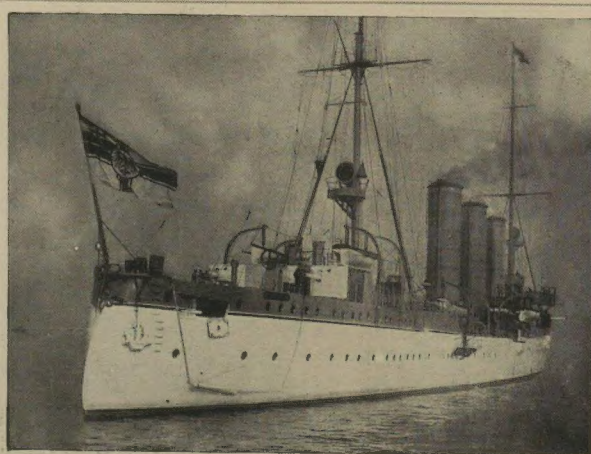
THE FAMOUS GERMAN COMMERCE-RAIDER WHICH HAS BEEN FORCED TO FIGHT, DRIVEN ASHORE, AND BURNT: THE "EMDEN."



CAPTAIN OF GERMANY'S MOST FAMOUS COMMERCE-RAIDER: CAPTAIN VON MÜLLER, OF THE "EMDEN."



THE SHIP WHICH FORCED THE "EMDEN" TO FIGHT A SHARP ACTION, WHICH ENDED IN THE RAIDER'S DESTRUCTION: H.M.A.S. "SYDNEY."



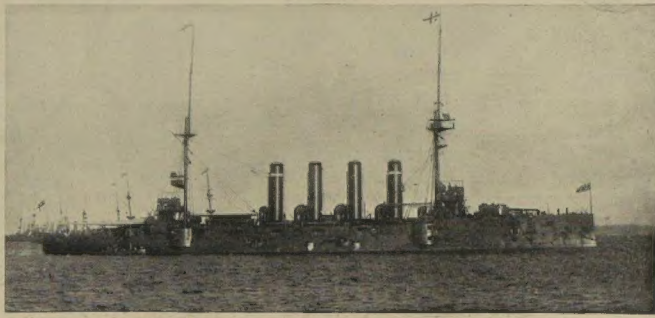
FOUND HIDING UP THE RUFIGI RIVER, AND IMPRISONED AND RENDERED HARMLESS BY THE SINKING OF COLLIERIES: THE "KÖNIGSBERG."

The Admiralty announced on November 10 that, after the whereabouts of the "Königsberg" had been indicated by the attack on the "Pegasus," a concentration of fast cruisers was arranged in East African waters and a thorough search made. As a result, the "Königsberg" was discovered, on October 30, by the "Chatham," hiding in shoal water about six miles up the Rufigi River, opposite Mafia Island, German East Africa. Owing to her draught, the "Chatham" could not reach the German ship, part of whose crew landed and entrenched on the banks. The ship and the entrenchments were bombarded by the "Chatham," and steps were taken to block the "Königsberg" in by sinking colliers in the only navigable channel, thus imprisoning her. Another combined

operation took place against the "Emden," British cruisers being aided by French, Russian, and Japanese vessels, with his Majesty's Australian ships "Melbourne" and "Sydney." The "Emden" was caught at Keeling Cocos Island, where she had landed an armed party to destroy the wireless station and cut the cable, by the "Sydney," which forced a sharp action upon her. The "Emden" was driven ashore and burnt. Our readers need scarcely be reminded that the "Emden" has done an extraordinary amount of commerce-raiding, and that she shelled Madras Harbour. It should be added further, in justice, that Captain von Müller did his work in most fair and sailor-like manner, saving the crews of all the ships he sank.

THE SEA FIGHTING: A MINED GERMAN; AND BRITISH "CASUALTIES."

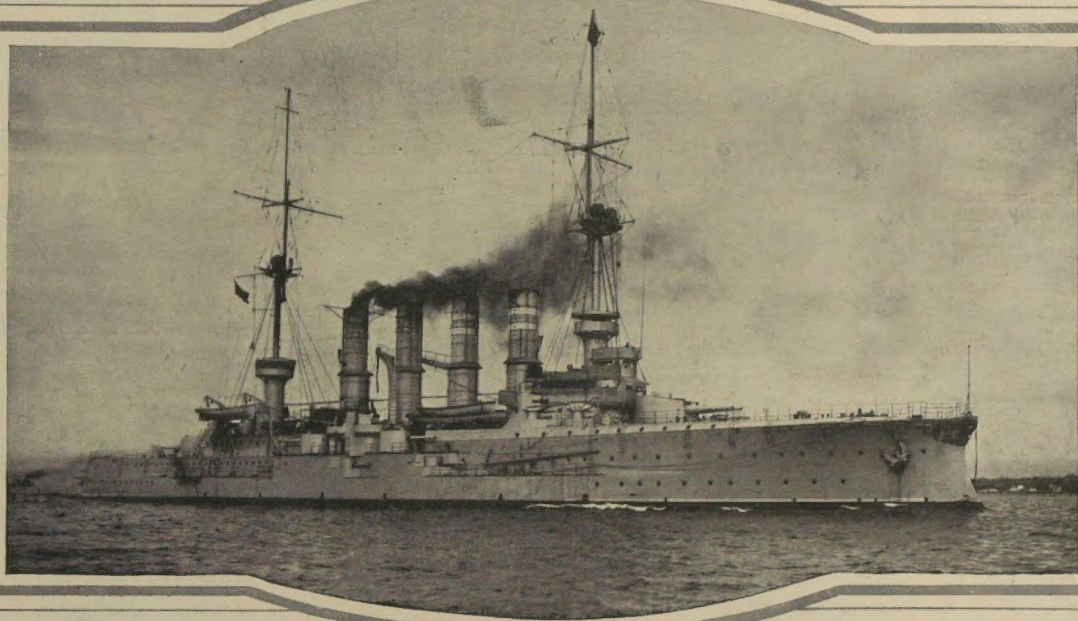
PHOTOGRAPHS BY SYMONDS AND ELLIOTT AND FRY.



SUNK DURING THE GALLANTLY CONTESTED ACTION OFF THE CHILIAN COAST:
H.M. CRUISER "GOOD HOPE" (1902).



ADMIRAL SIR CHRISTOPHER CRADOCK, WHO WAS FLYING
HIS FLAG ON THE "GOOD HOPE."



SUNK BY STRIKING THE CHAIN OF GERMAN MINES BLOCKING THE ENTRANCE TO JAHDE BAY: THE GERMAN ARMoured CRUISER "YORCK" (1906).



THE SHIP WHICH FOUGHT THE "LEIPZIG" AND THE "DRESDEN".
H.M. LIGHT-CRUISER "GLASGOW" (1911).



THE SHIP WHOSE FATE WAS ANNOUNCED AS UNCERTAIN:
H.M. CRUISER "MONMOUTH" (1903).

Berlin recently issued an official notice which said: "The German cruiser 'Yorck' yesterday forenoon (November 4) struck the chain of mines blocking the entrance to Jahde Bay and sank." The famous German naval port of Wilhelmshaven is on Jahde Bay. The "Yorck" was an armoured cruiser of 9350 tons.—The mystery of the naval fight off Chile was cleared up somewhat by the Admiralty, when it said: "During Sunday (November 1) the 'Good Hope,' 'Monmouth,' and 'Glasgow' came up with the 'Scharnhorst,' 'Gneisenau,' 'Leipzig,' and 'Dresden.' . . . The German squadron

declined action until sunset, when the light gave it an important advantage. The action lasted an hour. . . . Both the 'Good Hope' and the 'Monmouth' took fire, but fought on until nearly dark, when a serious explosion occurred in the 'Good Hope,' and she foundered. The 'Monmouth' hauled off at dark . . . accompanied by 'Glasgow.' . . . The enemy . . . attacked the 'Monmouth' again, with what result is not definitely known. . . . The action appears . . . to have been most gallantly contested, but . . . the enemy's preponderance of force was considerable."

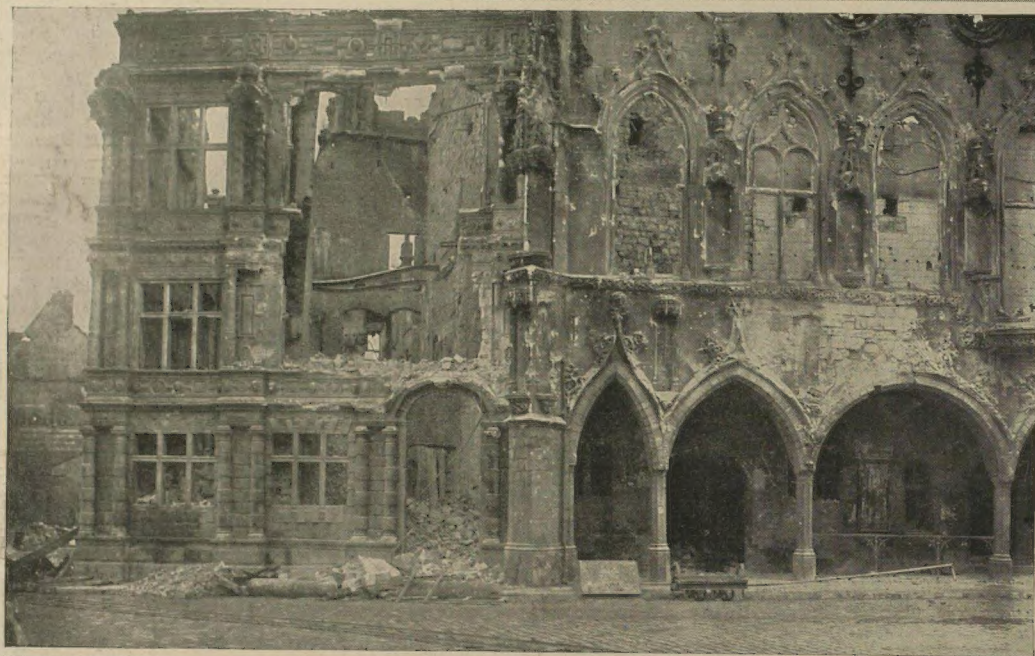
A POMPEII MADE BY GERMAN SHELLS: RUINED ARRAS.



A RUINED STREET IN WHICH WERE SOME OF THE BEST SHOPS OF ARRAS: THE RUE ST. GÉRY AFTER THE FIRST BOMBARDMENT.



A THOROUGHFARE IN ONE OF WHOSE CELLARS TWO PEOPLE WERE BURNED TO DEATH: RUINS OF AN ARRAS STREET AFTER THE FIRST BOMBARDMENT.



UTTERLY RUINED BY GERMAN SHELLS AND BY FIRE: PART OF THE WRECKED HOTEL DE VILLE AFTER THE FIRST BOMBARDMENT.



AFTER THE FIRST BOMBARDMENT: A STREET AND THE BELFRY (INTACT).



AFTER THE SECOND BOMBARDMENT, WHICH REDUCED THE FAMOUS "BEFFROI" TO A HEAP OF RUINS: THE RUE ST. GÉRY AND THE BELFRY.

The fine old town of Arras, capital of the Department of the Pas-de-Calais, has been a victim to the Germans, who have wrought incalculable damage. Nothing could save it from fierce bombardments: not the historic Hotel de Ville, with its fine Gothic façade, rising upon seven arches, those at the sides being in an elaborately beautiful Renaissance design; not its handsome Cathedral, built upon the site of the old Abbey-church, and

containing a Rubens "Descent from the Cross," a Van Dyck "Entombment," and other works of art; not its Museum, with its rare archaeological collection, and its many fine paintings; not its charitable institutions. It was at Arras that the French and English signed the treaty of peace in 1415 after the memorable battle of Agincourt, and the town was finally incorporated with France in 1640. Arras, too, was the birthplace

(Continued opposite.)

A POMPEII MADE BY GERMAN SHELLS: A RUINED MASTERPIECE.



AFTER THE SECOND BOMBARDMENT OF ARRAS: THE WRECKED SIXTEENTH-CENTURY HOTEL DE VILLE AND BELFRY.

Continued.
of the Robespierres—Maximilien, the "Sea-green Incorruptible," and his brother Joseph. The "Incorruptible," in his pre-Revolution days, was an Arras advocate. The Hotel de Ville was built in the sixteenth century and restored in the nineteenth. The Belfry was 240 feet high. Great damage was done to the Hotel de Ville by a fire caused by the first German bombardment, which began on October 5 and lasted until the 8th.

During the second bombardment, which began on the 21st and extended to the 24th, the Belfry was demolished by no fewer than twenty-four big shells. The third bombardment began on October 30, and was extremely violent; so much so that the place has now been likened to a modern Pompeii. Since that date Arras and its neighbourhood have continued to figure frequently in the French official news from the Front.

WHEN BRITISH TERRITORIALS MET THE BAVARIANS "JUST ONCE"—GIVERS OF A GLORIOUS LEAD AND EXAMPLE.

DRAWN BY R. CATON WOODVILLE FROM A SKETCH BY A BRITISH OFFICER.



AS COOL AS WHEN ON THE PARADE GROUND: THE LONDON SCOTTISH RE-FORMING UNDER A TERRIBLE FIRE, BEFORE THEY MADE THEIR LAST BRILLIANT CHARGE.

"I wish you and your splendid regiment to accept my warmest congratulations and thanks for the fine work you did on Saturday. You have given a glorious lead and example to all Territorial corps fighting in France." That was the message Sir John French telegraphed to the officer commanding the London Scottish in commendation of the Scots' dashing exploit of October 31 at Messines, some seven miles south of Ypres. The London Scottish made two charges before their third assault carried Messines. They had to expose themselves fully in the open each time, crossing a wide field of beet. In their first advance they came to trenches held by dismounted British cavalry, but there was no room for them. They moved forward at once, direct for the town of Messines (which was held by Bavarians) "advancing," one who was there says, "under a murderous fire as steadily as at an Aldershot field day." They forced their way in, but the enemy were too many and they had to fall back. Again they attacked, and again the enemy could not be dislodged. The Scots retired to a village to the south of Messines and held on there

in spite of the "Black Maria" shells with which the enemy assailed them. Two of the shells sufficed to crumble to dust and splinters a windmill near by. Finally, at dusk the third charge was made, and Messines was stormed and taken. All the time a peasant remained at work in the beet field, and it was noticed that, as he moved in different directions, the German artillery regularly fired shells just 300 yards beyond. The man was eventually seized and shot for the German spy that he proved to be. The re-forming of the London Scottish after the second charge was remarkably fine, for they were exposed all the time to a terrible fire. There was an interval of rest after this re-forming, while the Scots waited for stragglers to come up. Then came the final and greatest charge. So the Kaiser had his wish that British troops should meet the much-vaunted Bavarians "just once." The result, it can be said with confidence, was by no means precisely what the War Lord expected!—(Drawing Copyrighted in the United States and Canada.)

THE FIERCE FIGHT FOR DIXMUDE, ON THE YSER:

FACSIMILE DRAWING BY H. C. SEPPINGS WRIGHT



OUTSIDE THE LITTLE BELGIAN TOWN WHICH HAS BEEN HALF-DESTROYED, BUT WHOSE

The little town of Dixmude, on the Yser, some twelve miles from its mouth, and a railway junction for Kemport and Dunkirk, was the scene of violent fighting when the Germans were driving their principal attacks on the line between Dixmude and the sea. Mr. E. Ashmead Bartlett, describing in the "Telegraph" his visit to Dixmude during that time with a motor-ambulance party, writes: "This town was the objective of the German attack, and it was lasting about the worst time any town could ever reasonably hope to have. The German shells were bursting all over it in such numbers that it was quite impossible to count how many there were in the minute. They just crashed among the roofs, blowing whole streets to small pieces, and sending tiles and bricks flying in all directions. Every now and again great sheets of flame would glow out as one of the 'Jack Johnsons' set fire to some new

FRENCH ARTILLERY IN ACTION—A BATTLE-DRAWING.

ONE OF OUR SPECIAL WAR ARTISTS.



NAME WILL LIVE IN HISTORY: FRENCH GUNS REPLYING TO GERMAN FIRE AT DIXMUDE.

building. You simply knew the town existed from the flames and smoke-clouds rising above it. The houses were quite hidden from view." After that, when the Belgians flooded the land towards the mouth of the Yser, the Germans were checked for a time, but later they renewed their efforts. The official Belgian announcement of November 8 stated: "Dixmude has been violently bombarded to-day, and a very serious attack directed against this point was repulsed with success." The French over-extended of the previous day and that Malin had repulsed a new German counter-offensive movement at Dixmude. That of the 9th said that renewed German attacks on Dixmude had been repulsed. In the drawing some French guns are seen in the foreground, covered with branches to conceal them from aeroplanes. The German positions are in the distance.—(Drawing Copyrighted in the United States and Canada.)

FOR FREEDOM: AT THE END OF THE PATHS TO GLORY.

DRAWN BY LUCIEN JONAS



WITH HELMET ON THE CROSS: THE LAST RESTING-PLACE OF A FRENCH CUIRASSIER—ALL SOULS' DAY IN FRANCE, 1914.

All Souls' Day, a sad feast always held in tender memory in France, took, it need not be said, particularly tragic form in this year of the Great War, for in the cemeteries of Paris, for example, there rests all that was mortal of many gallant soldiers, British and French, who fell on the field of honour fighting gallantly for the freedom of Europe. In each of the famous graveyards of Pantin, Ivry, and Bagneux has been set aside a section for the fallen soldiers of the Allied Armies. Honour was

paid by France to the memory of the British dead in many ways, notably by the Committee of Safety, which gave orders that their graves should be decorated by the city. This year, the All Souls' Day ceremonies took place for the greater part on All Saints' Day, the Sunday, and great crowds visited the graves of the Allies, covering the mounds with flowers. Honour was done, too, to German soldiers, and their graves also received their tribute of flowers—[Drawing Copyrighted in the United States and Canada.

FOR FATHERLAND: AT THE END OF THE PATHS TO GLORY.



WITH HELMETS ABOVE THE GRAVE: THE LAST RESTING-PLACE OF FOURTEEN GERMAN RESERVISTS, IN BELGIUM.

With nothing of military pomp or circumstance, the soldier who has fallen in battle must often be buried almost literally on the Field of Honour. There is no led charger, no "Last Post," neither sword nor helmet nor Orders are laid upon a pall. It is Death in its stark simplicity, yet not lacking the dignity which it must command wherever it is found. The cross with its inscription, "For King and Fatherland,"

tells of German Reservists who fell fighting for the cause which they, at least, it must be believed, deemed to be one of honour. But for the helmets of the dead placed upon the grave, it might well be a resting-place in some quiet English village. These men of the German Reserves have learned in terrible earnest that, often enough, "The paths of glory lead but to the grave."

A DOMINANT FACTOR IN MODERN WAR: ARTILLERY.

PART II.

THE French quick-firing gun appeared as early as 1898. It was looked upon with some suspicion by other nations, being a far more complicated weapon than the rough and simple type of gun till then in use, and doubts as to the serviceability of its compressed-air gear were freely expressed. However, the South African War of 1899-1900 showed the imperative necessity of providing the artillery with a gun to which a shield could be attached, and accordingly all nations set about the introduction of quick-firing guns.

The Germans were the first to follow the French lead, and the Ehrhardt field-gun came out in 1899. We purchased eighteen batteries of these guns, some of which are still in use with Territorial horse-artillery batteries. The early German quick-firer is decidedly inferior to its French prototype. It is much less powerful, being a 15-pounder with a muzzle-velocity of 1640 feet per second; while the French gun is a 16-pounder, muzzle-velocity 1740 feet per second. Owing to doubts about the compressed-air gear, which has since proved fully serviceable, the Germans fitted a column of springs

from view. Continental nations other than Germany were not inclined to push the doctrine of lightness so far. Messrs. Krupp, of Essen, and Messrs. Schneider, of Creusot, the two leading Continental manufacturers, have equipped most of the armies of the world with

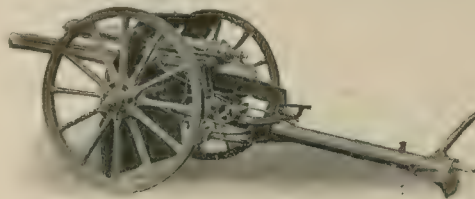


FIG. 4.—THE HEAVIEST FIELD-GUN IN USE: A BRITISH 18-POUNDER QUICK-FIRER.

guns of a medium type, lighter than the French gun and more powerful than the German. Thus the Serbians have a Schneider gun with compressed-air gear, and the Turks have a Krupp gun with springs. The Schneider is an improvement on the original French gun, in that the compressed-air running-up gear is kept separate from the hydraulic buffer which checks the recoil. A good specimen of it is the Spanish gun. The Danish gun is the most powerful of the guns supplied by Krupp. The Austrian gun differs from the others in being made of hard-drawn bronze instead of steel. Fig. 3 is the Russian gun, which is an improvement on the French gun, having a muzzle-velocity of no less than 1930 feet per second; it is the most powerful field-gun in Europe. It has a shield, which is not shown in the picture. Fig. 4 is our own 18-pounder. Its trajectory is not so flat as that of the Russian gun, but the 18½-lb. shrapnel shell, with its 365 heavy bullets, is a most formidable projectile, as the Prussians have discovered

the notion of a gunner crouching for protection behind a wagon-load of high explosives; but experience has proved them wrong. The reason of this is that the modern ammunition-wagon is of cellular or honeycomb construction, each round of fixed ammunition fitting into a compartment of its own; and it is by no means easy to blow up the ammunition in it by a direct hit, except with a powerful high-explosive shell of large calibre.

The sights used with a modern field-gun are an immense improvement on the old notch and foresight. Even before the advent of the quick-firer we had the telescopic sight, but this, in the form of the straight telescope, was far inferior to modern prismatic glasses. The sight now used by most nations is the panorama telescope, invented by Captain Corrodi, of the Italian artillery, and developed by Messrs. Goerz, of Berlin. The interior detail of this is given in Fig. 5, while Fig. 6 shows it mounted on a German heavy field-howitzer. The drum visible in this picture is peculiar to howitzers, having six sets of graduations for the different charges. The panorama sight is a

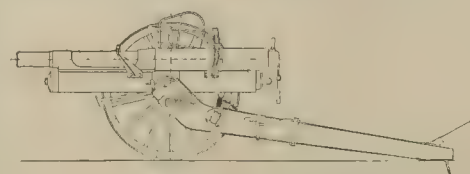


FIG. 3.—THE MOST POWERFUL IN EUROPE: A RUSSIAN FIELD-GUN.

FIG. 1.—THE WEAKEST IN EUROPE (EXCEPT THAT OF HOLLAND): A GERMAN SERVICE FIELD-GUN.

instead; these cause a certain amount of vibration and unsteadiness, whereas the compressed-air gear works with perfect smoothness. On the other hand, the Krupp and Ehrhardt guns were 2½ cwt. lighter than the French gun, and their wheels 4 ft. 6 in. in diameter, instead of 4 feet. This is because the Germans insist on the necessity for a gun which can be readily run into position by hand, as they consider that exposure of teams on the battlefield will be fatal. This doctrine has been pushed to the extreme in the present German service field-gun, which is the weakest gun used by any European Power, except Holland. It was converted from the old 15-pounder B.L., and is very similar in its details to the Ehrhardt quick-firer in our own service.

Figs. 1 and 2 show the German field-gun, known as the C. 96 n.A., which means the 1896 field-gun converted to Q.F. Fig. 1 shows the details of the gun; the recoil-gear and running-up springs are in the trough, or "cradle," beneath it. The upper part of the shield can be folded down when not under fire, so as to render the gun less conspicuous. Fig. 2 shows the six-horse gun-team, the four leaders pulling from a master-bar at the end of the pole, as in a coach.

This illustration is from a photograph taken at manoeuvres before the introduction of the present grey-green service uniform and helmet-cover.

As has been said, the German field-gun is far less powerful than the English, French, or Russian guns. It is a 15-pounder, with muzzle-velocity of only 1525 feet per second, and its shrapnel effect is far inferior to that of the high-velocity guns. But, on the other hand, it weighs only about 19 cwt. with carriage, and is easily man-handled, while its curved trajectory renders it very suitable for use from the concealed position, where the battery is hidden behind a hill or other cover



FIG. 2.—GERMAN FIELD ARTILLERY: AN UPHILL PULL THROUGH HEAVY SAND.

to their cost. It is the heaviest field-gun in use, but our splendid teams make light of it, and our gunners do not find it too heavy to man-handle. This is partly owing to the large diameter of the wheels, which is a great advantage both in draught and in running up by hand.

With a quick-firing gun, which fires twenty rounds a minute, the ammunition-wagons which accompany it form a most important part of the equipment. It was early recognised that the wagon must be close beside the gun in action, as the old practice of gunners running backwards and forwards between the gun and the wagon behind it, to bring up ammunition, had become quite impossible under modern shrapnel and rifle fire. The next step was to fit the wagon with steel doors, opening sideways as in the French equipment, or upwards and downwards as in our own, so that the shielded gun and the shielded wagon beside it form a fortification behind which the gunners are safe from bullets, though not from direct hits with high-explosive shells. This method of posting the wagon is used with all modern field-guns. When a battery expects to remain long in one position, a second wagon may be brought up on the other side of the gun, to render the protection still more complete. In the early days of quick-firers, some writers were disposed to jeer at

vertical telescope with horizontal eye-piece and object-glass; the head can be turned so as to point in any direction without moving the eye-piece. The peculiar "gable" prism in the centre of the section of the telescope serves to maintain the image of the object erect in all positions of the head; this is effected by gearing it to the head so that it revolves with it, but at half the rate of angular revolution. This sight enables the gun-layer to lay over the top of the gun-shield, while he himself is safe under its cover. Moreover, he can lay upon an auxiliary mark in any direction, in case the target is not visible.

In the concealed position the gunners never see the target at all; the guns are laid by clinometer elevation. That is, each gun is given the elevation required to reach the target, as ordered by the battery commander, by means of a spirit-level on the sight, which can be set to any desired angle; the gun-layer gives the direction by means of the auxiliary mark, and the elevation by elevating the gun till the bubble of the spirit-level is in the centre. The battery commander, at the observing-station, is the only man of the battery who can see the target; by means of his telephone or signallers, he can direct the fire of his battery as effectually as if he were standing beside

it. When the observing-station is close to the guns, the process of giving them the direction of the (to them) invisible target, and the elevation necessary to carry the shells to it, is simple. But it is a leading principle that the observing-station must be in the very best accessible position for seeing the target, and that the guns must be in the best position for effect and for concealment. It often happens that the respective positions are half a mile apart

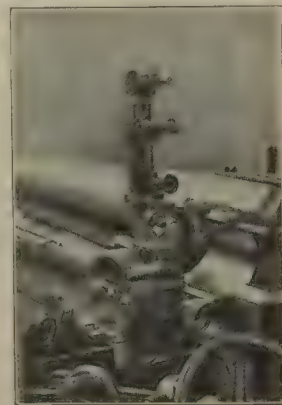


FIG. 6.—MOUNTED ON A HEAVY GERMAN FIELD-HOWITZER: THE PANORAMA SIGHT.

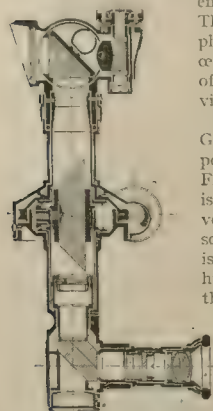


FIG. 5.—INVENTED BY AN ITALIAN CAPTAIN: THE MECHANISM OF THE PANORAMA SIGHT.

(Continued on page 680)

THE GREAT RUSSIAN VICTORIES: THE CAMPAIGN IN EAST EUROPE.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU AND C.N.



CHURCHES AND PUBLIC BUILDINGS SPARED BY RUSSIAN GUNS: A BOMBARDED TOWN IN GALICIA.



WRECKED BY THE AUSTRIANS IN THEIR RETREAT BEFORE THE RUSSIANS: A BRIDGE OVER THE DNIESTER.



IVAN IVANOVITCH ON OUTPOST DUTY: A RUSSIAN SOLDIER IN GALICIA, GAZING TOWARDS THE LAND TO BE CONQUERED.



IVAN IVANOVITCH WOUNDED AND TIRED OUT WITH HIS EXERTIONS: A RUSSIAN SOLDIER ASLEEP ON THE FIELD.



AFTER RUSSIANS HAD FIRED IT: GERMANS WATCHING RUSSIAN PRISONERS SHOVELLING COAL FROM A BURNING PILE AT ANGERBURG.



THE GERMAN SPY AS RUSSIA KNOWS HIM: THE RUSSIAN WAR-ARTIST KRAVTCHENKO SKETCHING A SPY CAPTURED BY COSSACKS.

While the war in the west has been for some time indecisive, the Russian armies have been sweeping the enemy before them. An official statement issued at Petrograd on the 7th said: "The stubborn and almost uninterrupted battles which have taken place during the last three weeks on the San and to the south of Przemyśl ended on November 5 with a general retreat of the Austrians. . . . The driving back of the main forces of the Austrian army from the San means the close of the victorious battles which began

in the middle of October. . . . Extending our success during the eighteen days over the whole front of 500 versts, we everywhere broke down the resistance of the enemy, who is now in full retreat." Another statement, issued from the Russian Army Headquarters on the 8th, mentioned that the Russian cavalry had crossed the German frontier into Posen, and destroyed the railway at Pleschen. "In the recent fighting on the San," it went on, "we took 120 officers and 12,000 men prisoners."

SCIENCE AND NATURAL HISTORY

IN QUEST OF
THE BOOKOF SACRED
SCIENCE.

SEARCHING THE GOLDEN FLEECE, WHICH SUIDAS BELIEVED TO BE A ROLL OF Papyrus ON WHICH WAS WRITTEN THE SECRET OF GOLD-MAKING; THE ARGONAUTS

SCIENCE JOTTINGS.

THE WHALE AS A MINE-DESTROYER

THE mine-laying operations of our "most cultured" enemy have so far wrought more destruction on neutral shipping than on the vessels they were designed to destroy. Every mine which thus fails of its purpose is, from the enemy point of view, a good mine wasted. It would now seem that there is yet another source of wastage, and this a quite unexpected one, coming as it does from the inhabitants of the sea itself.

This much, at any rate, may be inferred from an event which took place about a month ago—on Oct. 17, to be precise—when the life-boat of Margate put off to rescue the possible survivors of a sinking Zeppelin! Eager crowds awaited the return of the rescuers with their "prisoners of war," and great was the disappointment when they learned that the supposed Zeppelin was nothing more than a dead whale.

The mistake was a perfectly natural one. For this particular whale was a common rorqual (*Balaenoptera physalis*), one of our largest cetaceans, and characterised by an enormously distensible throat and abdomen marked by numerous rows of deep longitudinal furrows. After death the area thus covered becomes distended by the gases of decomposition, and the carcass is thus buoyed up, belly uppermost, all but this balloon-like portion being under water.

Having discovered their mistake, the would-be rescuers, in disgust, turned homewards, sadder and wiser men. They left the body to its fate, and within a few hours after it was stranded at Birchington, a few miles further westward. News of this fact was speedily telegraphed to the British Museum by the coast-guard, whose duty it is to report all such occurrences to that institution. It was my good fortune to be despatched to examine the body, and to secure such parts as might be of value to us.

When I arrived with an assistant to take over from the coast-guard in charge this, to the inhabitants, objectionable mass of "Crown property," I found the sea still in possession. But at low tide we were able to begin our work. The task of identification was a simple one, that of taking its measurements was not. To do this we had to sprinkle sand upon the slippery surface in order to obtain what was, at best, but an insecure foothold. It proved to be a not quite adult female sixty-one feet long.

After having taken all the necessary measurements, the next thing to be done was to seek for the cause of death. This was evidently due to an enormous rent in the hinder portion of the abdomen, a rent through which one might easily have dropped a large arm-chair had the space been entirely unobstructed. Some idea of the position and extent of the

would have blown the body to pieces, or at least have riven it in two. But this by no means follows. The steel bottom of a battle-ship is a very different thing from the soft, elastic tissues of a living body. Thus this unoffending animal may all unwittingly have saved us another cruiser and hundreds of precious lives.



THE WHALE WHICH APPARENTLY ACTED AS A MINE-DESTROYER: THE HEAD OF THE GREAT ANIMAL (UPSIDE DOWN), AT BIRCHINGTON.

The stranding of the whale at Birchington was telegraphed to the British Museum, that such parts of the body as might be of value to that institution might be secured. The total length of the body was 61 ft. The "flipper," or paddle, was 6 ft. 11 in. long.

wound may be gathered from the accompanying photograph. The edges of the rent gave the appearance of having been suddenly and violently torn, and it is, therefore, but a natural inference to suppose

That the Birchington whale met its death in the English Channel is very probable, for though rarely seen here, there are numerous records of the stranding of this species along the south coast. The comparatively fresh condition in which I found the body supports this view. Furthermore, having occasion to dissect far into the muscular wall of the body, I found the flesh at a distance of three feet from the surface quite warm. But whether this heat was the natural body heat, conserved by the thickness of the "blubber," or whether it had been generated by the initial stages of decomposition is open to question.

On the other hand, this huge carcass may have been carried down from the haunts of this species in Scottish waters. In either case, it came from areas known to be mined.

The fact that all the baleen, or "whale-bone," had been swept from the mouth certainly seems to indicate that death had taken place some time ago; but it would be dangerous to place too much importance on this fact, for it may easily have been wrrenched from the mouth by the scour of the tide, being by no means firmly fixed to its base of attachment.—W. P. PYCRAFT.



PROBABLY KILLED BY A MINE: A WHALE WHICH, FLOATING ON THE SEA, CAUSED THE MARGATE LIFEBOAT TO PUT OUT TO RESCUE "THE POSSIBLE SURVIVORS OF A SINKING ZEPPELIN."

The whale, a common rorqual (*Balaenoptera physalis*), one of our largest cetaceans, was seen floating in the sea. Noting the mass in the water, the Margate lifeboat put out to rescue "the possible survivors of a sinking Zeppelin." It would seem that the whale was killed by striking and exploding a mine. The size of the wound in the body is marked by the two white lines.

that such an injury could only have been inflicted by some explosive action, such as by a mine. It may be objected that so violent an engine of death as a mine

THE TRACK OF DEATH IN THE AIR: SHELLING THE STEEL "DOVE."

DRAWN BY A. FORESTIER FROM A SKETCH BY H. C. SEPPINGS WRIGHT, ONE OF OUR SPECIAL WAR ARTISTS.



THE PATH OF A TAUBE MARKED BY BURSTING SHRAPNEL: SHELLS FROM AN ANTI-AIRCRAFT GUN SEEKING TO DESTROY
A GERMAN MILITARY MONOPLANE FLYING OVER THE ALLIES' LINE.

A new peril has recently been added to the many that airmen have to face in war. A special anti-aircraft gun, now being used in the field, fires shells in rapid succession and can act with effect on machines flying at heights of between 4000 and 6000 feet. The shells carry shrapnel bullets and also incendiary ingredients which can set any aeroplane on fire, while the extremely powerful explosive employed to burst the shell creates a displacement of air calculated to upset the stability of any aeroplane. The new gun, in addition, is fitted with an ingenious contrivance by

way of range-finder which gives not only the height of an aeroplane, but also the speed at which it is travelling. The particular weapon referred to is German, but our drawing makes it clear that the Allies have similar weapons. In a note to his sketch Mr. Seppings Wright says: "A curious line of shrapnel, showing the flight of a Taube. About twenty shells were fired. The last two hit. The line of flight is indicated by the bursting shrapnel. The Taube got away after being damaged."—[Drawing Copyrighted in the United States and Canada.]

EMULATING THE "EMDEN": THE "KARLSRUHE" COMMERCE - RAIDING.

PHOTOGRAPHS BY A PRISONER OF WAR ON BOARD ONE OF THE "KARLSRUHE'S" VICTIMS.



1. A GERMAN COMMERCE-RAIDING CRUISER USING PRIZES AS SCOUTS: (LEFT TO RIGHT) THE "ASUNCION," THE "KARLSRUHE" AND THE "INDRANI" (ALIAS "HOFFMAN").

2. SUNK BY DYNAMITE TO SAVE AMMUNITION AND AVOID ATTRACTING NOTICE: THE "RIO IGUAZU" SINKING; AND THE "KARLSRUHE" (ON THE RIGHT).

3. CHASING A MERCHANTMAN: THE "NICETO DE LARRINAGA" PURSUED BY THE GERMAN CRUISER "KARLSRUHE" IN THE SOUTH ATLANTIC.

Though not quite so notorious as the "Emden," now, happily, destroyed, the "Karlsruhe" has done much commerce-raiding, and her particular methods are of interest. Some of her victims, which are fitted with wireless, she retains for scouting and coal-bunkering, and she uses the island of Rocas Reef as a base for depositing captured coal. When she sinks a vessel she employs dynamite, partly to economise ammunition, and partly to avoid attracting other ships—possibly hostile cruisers—by the sound of gun-fire. The photographs here given were taken by a prisoner on board the "Crefeld," one of the captured vessels. The "Indrani" had a cargo of coal and a Chinese crew. German

officers were put in charge of her, and her name was changed to "Hoffman." It was reported that on August 7 the "Karlsruhe" was chased by the British cruisers "Suffolk" and "Bristol," and after a half-hour's fight with the latter succeeded in escaping through superior speed. On October 23 she was reported to have captured thirteen steamers. Ten were sunk, and the crews landed at Tenerife in the "Crefeld." On November 3 it was reported that the British steamers "Vandyck," "Hurstdale," and "Gianton" had been sunk off Brazil by the "Karlsruhe." Her commander, all her officers, and fifty other members of the crew, it is said, have been awarded the Iron Cross.

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COLONIALS WHO HAVE WON THE EMPIRE A NEW COLONY: NEW ZEALANDERS WITH THE GERMAN FLAG THEY HAULED DOWN AT SAMOA.



MEN OF A GREAT DOMINION WHO RECEIVED A GREAT OVATION IN THE LORD MAYOR'S PROCESSION: NEW ZEALANDERS LEAVING THE GUILDHALL.



IN THE LORD MAYOR'S PROCESSION: A TYPICAL CANADIAN HIGHLANDER.



THE ROYAL VISIT TO THE CANADIANS' CAMP ON SALISBURY PLAIN: HIGHLANDERS CHEERING THEIR MAJESTIES AND LORD KITCHENER.



A BELGIAN SOLDIER WHO MARCHED IN THE LORD MAYOR'S PROCESSION.



PART OF THE AUSTRALIAN EXPEDITIONARY FORCE: TROOPS MARCHING THROUGH RUNDLE STREET, ADELAIDE, TO EMBARK.



MEN WHOM LONDON DELIGHTED TO HONOUR: MOUNTED CANADIANS IN THE LORD MAYOR'S PROCESSION OUTSIDE THE LAW COURTS.

The Lord Mayor's Procession this year, arranged, by a happy inspiration, as a naval and military parade, came just at a time when a little spectacular effect was needed to give vent to popular feeling, and at the same time stimulate recruiting. It also, with equal appropriateness, assumed an Imperial character, and gave London a chance, of which full advantage was taken, to give a rousing welcome to the splendid troops from Overseas. At the Guildhall the new Lord Mayor, Sir Charles Johnston, said that "from all our Colonies, great and small, came that voluntary aid, that magnificent offer of men, money, and

material, which showed that the rule of Great Britain is affectionately regarded wherever her flag is flown." The first contingent of the Canadians arrived some time ago, and are in training on Salisbury Plain, where the King and Queen, with Lord Kitchener, recently visited them. Photograph No. 1 shows men of the New Zealand force which, escorted by an Anglo-French squadron, occupied Samoa on August 30 and replaced the German flag by the Union Jack. We include among the photographs a Belgian soldier who (though obviously not connected with the Colonies) marched with the Royal Naval Reserve.



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With the object of finding work for our staff of skilled Furriers we have during the last few weeks designed and made about 100 Fur Coats and Capes in various shapes, of which the garment sketched is an example. These Coats are made from sound and reliable skins. They follow the lines of the latest Paris Models and the shape and finish are excellent.

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Invaluable to a soldier in the field and most efficient in relieving hunger and thirst and preventing fatigue.

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Of all Chemists and Drug Stores, or from The Zam-Buk Laboratories, Leeds.

ARTILLERY.—Continued from page 678.

or more, and in that case the battery commander has recourse to the instruments with which modern science has provided him. The principal of these is the director, which consists of a telescope mounted on a circular graduated base-plate—it is, in effect, a simple form of theodolite. With this the battery commander measures the angle between his guns and the target. The distance, or range, to the guns and the target is given by the "one-man range-finder." This instrument is a telescope with two object-glasses some thirty inches apart; it gives two half-images in the eye-piece, which can be made to coincide by turning a drum. When exact coincidence is obtained, the graduation opposite the pointer on the drum shows the range in yards. The battery commander has now two sides of the triangle formed by the target, the observing-station, and the nearest gun, and the angle between them. This, by the proposition in Euclid known as the "Pons Asinorum," enables him to determine the range from the guns to the target, and the angle at which they are to be laid. To save calculation, which is liable to error when under fire, the battery commander has an instrument called the "field plotter" which solves the above problem mechanically.

(To be continued.)

A great advance in economical lighting has been introduced by Messrs. Spensers—the well-known experts in petrol gas lighting. Their new system of duplex carburettion enables ordinary petrol to be utilised and users have, it is claimed, found that their average lighting bill has been under a halfpenny per week, per 40 candle-power burner installed, or a running cost of 1s. 6d. per week for a fifty-light installation, a marvellous economy over any present known form of illumination. The light is steady and beautifully soft, and enables colours to be matched and painting to be done as by daylight. Messrs. Spensers new luminous stoves, fitted with silicate tubes, give three times the heat obtained from electric radiators and cost exactly one halfpenny an hour to run. The generators themselves occupy an extremely small space—under 6 ft. by 3 ft. for a 100-light generating plant—and in most cases are driven by a falling weight which is wound up in a few minutes daily, and where the patent winding-winch is fitted, the generator can be wound up at full load even, as rapidly as when no lights are on. Large consignments have been shipped abroad recently, and those interested can obtain full particulars from the makers, Messrs. Spensers, Ltd., 53E, South Molton Street, London, a British firm who only export British goods.

WILLS AND BEQUESTS.

THE will and codicils of CAPTAIN JOHN HENRY JELlicoe, late Commodore, and a director of the Royal Mail Steam Packet Company, father of Admiral Sir John Jellicoe, of Northfield, Ryde, who died on Sept. 7, are proved by Charles E. Keele and Frederick J. Burnett, the value of the property being £52,192 2s. Testator gives £400 to his wife; £50 each to the executors; £100 to the Isle of Wight County Hospital; and the residue in trust for Mrs. Jellicoe for life, and then as to one-seventh to his sons Admiral Sir John Jellicoe and the Rev. Frederick G. G. Jellicoe, and six-sevenths to his daughters Grace Lizon, and Edith Lucy.

The will and codicil of CAPTAIN FREDERICK GIBBONS, of The Hatch, Sunninghill, Berks, who died on Sept. 15, is proved by Captain Frederick K. C. Gibbons, R.N., son, and Florence Falconer Gibbons, daughter, the value of the estate being £108,916. He gives The Hatch to his wife for life, with power of appointment thereover in favour of his son and daughter; real estate at Harlesden and Stanwell to his son; and the residue to his wife, son and daughter.

The will (dated July 24, 1894) of the HON. HARRIET MARGARET LLOYD MOSTYN, of 7, Chester Place, S.W., aunt of Lord Mostyn, who died on Aug. 10, is proved by the Hon. and Rev. Hugh Wynne Mostyn, brother, the value of the estate being £23,773 4s. 3d. Testatrix gives £100 each to her nephews Lord Mostyn and the Hon. Henry Mostyn; £100 each to her brothers Hugh, Roger and Savage; £1000 to her niece Maria Bridget Mostyn; £500 to her niece Rhona Felicia Mostyn; and the residue in trust for her sister or sisters for life. Subject thereto, certain family portraits are to be held with the Mostyn family estates; and the remainder held in trust for her brother Hugh and his children.

The will (dated Aug. 18, 1913) of DAME JANE MOLESWORTH, of Trewarthenick, Cornwall, widow of Sir Lewis W. Molesworth, Bt., who died on Sept. 25, is proved by Lord Cardross and Cecil M. Higgins, the value of the estate being £100,000, so far as can at present be ascertained. She settles the Trewarthenick and Bermondsey estates on her husband's nephew Gilbert Molesworth Welman, and the pictures, plate, etc., in the mansion house are to devolve as heirlooms therewith. Her property in the United States she left to her sister Elizabeth Graham Frost to be disposed of as she may by letter direct. Subject to legacies to executors, the residue goes to the said G. M. Welman.

The will of COLONEL THE HON. AUGUSTUS MURRAY CATHCART, of Mowbray House, near Ripon, Yorks, and Brockloch, Ayr, who died on July 14, is proved by Lord Bolton, and Major F. A. Cathcart, son, the value of the estate amounting to £185,484. To his wife he gives £1000 and the income from £10,000; to Augustus Ernest Cathcart, £5000; and to five servants, £100 each. All his real

estate, other than that in Scotland, he settles on his wife for life, with remainder to his son Frederick Adrian Cathcart, and his first and other sons in tail male. The residue of the personal property goes to his children other than his eldest son.

The following important wills have been proved—

Mr. John Musgrave, Wasdale Hall, Cumberland	£436,492
Mr. Horace Martin, Stoneleigh, Huddersfield	£227,610
Colonel Richard Walter Byrd Mirehouse, The Hall, Angle, Pembroke	£100,383
Mr. William Erasmus Darwin, 11, Egerton Place, S.W.	£99,696
Major-General Sir Wm. D. Scrase Dickens, Collingwood, Hawkhurst	£70,887

THE PLAYHOUSES.

"NEVER SAY DIE." AT THE APOLLO.

IT all depends on Mr. Charles Hawtrey, on his sense of fun, his audacity, his air of imperturbability, but so long as he chooses to figure in a rôle which might have been made specially for him we are fully content to see again that now familiar farce "Never Say Die." Especially as he has with him, in Miss Winifred Emery and Mr. Holman Clark, supporters whose *vis comica* rivals his own. You can forget the war for an hour or two just now inside the Apollo, and emerge all the cheerier for such temporary forgetfulness.

"THE EARL AND THE GIRL." AT THE AIDWYCH.

These are days of musical-comedy revivals. Mr. Bannister Howard is therefore wise in relying once more on an old favourite, and re-staging a piece which has already obtained the hall-mark of public approval. It is eleven years since "The Earl and the Girl" first captured our sympathies with its quaint farcicalities and telling tunes, and our public has evidently not outgrown its liking for such songs as "The Cozy Corner Girl" and "Zanzibar." Two members of the original cast, Miss Phyllis Broughton and Miss Florence Lloyd, make welcome reappearances; and, so lively a comedian as Mr. Bert Bestwick in Mr. Passmore's old part goes far towards making amends.

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THE CORNISH RIVIERA

WHY not, this year, decide to make the Cornish Riviera your winter retreat, especially as the contemplated Continental trip is probably frustrated by the war? If considerations of health have hitherto sent you abroad at the latter end of the year, you will be pleased to learn that the coast resorts of Cornwall possess a climate that is absolutely ideal from the point of view of the health-seeker. Moreover, Cornwall boasts a scenic splendour that holds its own with any Continental holiday ground, the season's programme is just as attractive, and there is a social gaiety about all the resorts that is pleasant in the extreme. Test the resources of the British Riviera this year—you will come back agreeably surprised and delighted.

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EXCURSIONS EACH WEEK IN NOVEMBER.

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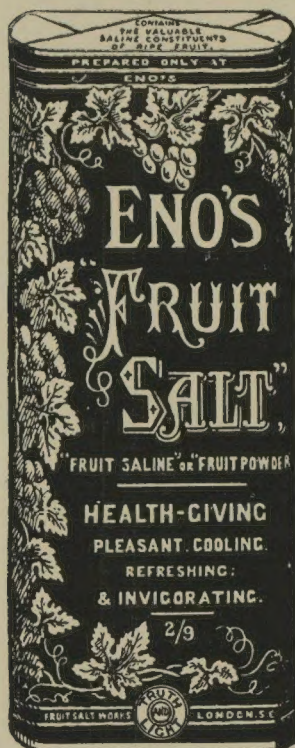
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OWING to the War, leather is dearer and the prices of shoes will have to go up in the near future. Meanwhile, the Lotus manufacturers, who are making no change in prices so long as their reserve stock of leather lasts, take this opportunity to advise purchasers that it is more prudent to buy at normal rates now than to wait longer and pay more. *Buy now and pay now.* Ready money is needed by dealers and manufacturers alike, in the one case to replenish stocks, in the other to keep workers on full-time wages, and so preserve the steadiness of trade. Therefore, to buy at once and to pay at once is both prudent and patriotic.

Letters

Lotus Ltd, Stafford
Manufacturers of Delta and Lotus Shoes



Lotus 25/-

Les prix des chaussures Lotus et Delta sont les mêmes qu'avant la déclaration de la guerre.



Benger's Food gives digestive rest, and quickly relieves the pain and discomfort of dyspepsia, &c.

It forms with fresh milk a delicious food cream in which all the minute food particles are in a form so soluble as to cause little digestive effort, and so soothing as to allay internal irritation.

These are the directions for preparing Benger's Food. If you read them they prove in themselves how different Benger's is from every other food obtainable.

- 1.—Mix slowly into a smooth paste one tablespoonful of the Food with four tablespoonfuls of cold fresh milk.
- 2.—Add gradually as you stir a breakfast-cupful of boiling fresh milk or milk and water.
- 3.—Set aside for fifteen minutes. At this point Benger's Food digests as it cools. The longer it stands the further the process of digestion is carried.
- 4.—Pour into a saucepan and whilst stirring, slowly bring to the boil. This stops the digestive action.

Benger's is *not* "made-in-a-moment," but, while you wait, a partial self-digestion of both the Food and the milk takes place. This explains why invalids who cannot take milk alone enjoy Benger's Food, and assimilate it with ease.

Benger's Food is sold in tins by Chemists, etc., everywhere.
An interesting Booklet explaining how Benger's Food "assists Nature" for Invalids and Convalescents, free by post from BENGERS' FOOD, LTD., Otter Works, MANCHESTER, Eng.
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Canadian Agents—National Drug & Chemical Co., Ltd., 34, St. Gabriel Street, MONTREAL, and branches throughout Canada.



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THE CHRONICLE OF THE CAR.

Our Rally. Wonderful to relate, one section of the motoring community has at last woken up to the need of informing the public that they are still in business. It is Youth, as usual, at the helm, and perhaps Beauty will be at the prow, as the Cycle-Car Club has a series of three open-air displays of 1915 cycle-cars and light cars by means of a rally of these vehicles at Hatfield on Saturday week, Nov. 21, to be continued at Burford Bridge and the Hut, Wisley, on the Sunday following. The Cycle-Car Club is the youngest of the motoring organisations, and the fair sex is usually to be seen occupying one of the seats of the cycle-cars when out of the garage and the vehicles are on the road, so the gathering should appeal to all sorts of motorists to attend this novel exhibition. The programme is for the cars to assemble at 2 p.m. at Hatfield, where the 1915 models will be all lined up for free inspection by the visitors, each car bearing a card upon which will appear its name and price, so that would-be buyers can see what is offered them by this youthful section of the industry. After a reasonable time has been allowed for the inspection of the new models, all the cars will proceed to drive through London to Burford Bridge, near Dorking. At 11 a.m. on the next day (Sunday) another show parade will be held, and after noon the cars will proceed to the Hut Hotel at Wisley, via Mickleham and Leatherhead, where the third meeting and exhibition takes place at 3 p.m. Certificates will be issued as to merit for the best "appearance," the most novel features, and for the 1915 model that has travelled farthest to this rally. It is quite a free show, as no fees either for entry or for viewing the cars are to be asked. As the cycle-car is an entirely British-constructed machine, it is to be hoped that a great gathering of motorists will assemble to show that this plucky endeavour to "carry on" receives their approval.

Cycle or Light Car. This exhibition—or rather, these exhibitions—will help decide in what manner the cycle-car is developing. In America, at a "small" car show held at Boston in October, there were twenty-four different makes on view, of which twenty-one of them were fitted with four-cylinder engines, mostly of the water-cooled type, whereas in a similar show held twelve months previously the "twin" air-cooled motor largely preponderated. Consequently, the title "cycle-car" is fast disappearing from the trade catalogues, and "light" or "small" car taking its place there. Here in England the cycle-car is becoming more and more a replica in miniature of the standard motor-car.



IDEAL FOR TESTING WORK: A BEDFORD-BUICK 15-18 H.P. POST OFFICE VAN FOR THE ENGINEER-IN-CHIEF AND HIS STAFF. The van is fitted with testing instruments and a heating stove, making it a travelling office and laboratory for all kinds of Post Office engineering department work.



AT THE FRONT WITH OUR SOLDIERS NEAR ARRAS: A 24-30 H.P. WOLSELEY AMBULANCE-CAR. This is one of the large number of ambulance vehicles specially built by the Wolseley Motors, Ltd., which are in daily use under the Red Cross with the British troops at the front and have rendered invaluable service to the soldiers of the Allied Armies.

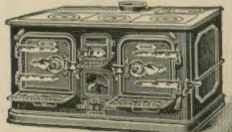
Big Sales. Considering the war has been responsible for very big sales by the motor industry during their slack three months—August,

September, and October—there is no reason for the despondent mood that there will be a fall in the prosperity of the industry in the coming year. Naturally, there are but few private orders at the moment, but there never are at this season of the year, and the trade orders do not come in until the end of this month. Perhaps the "big" car sellers will not speculate quite so much, but at any rate there will be a great demand for the "small" cars. The wise men in the industry realise this, and I hear of 2000 Stellite cars being laid down for the season, 500 A.C., and 1000 Swifts, to mention only three examples of this type. Our overseas trade is not going to slacken, so that I feel sure that the average sales of 25,000 British-made cars will take place in the 1915 season, besides the largely increased sales of the commercial motors. This is further confirmed by a report issued by the British branch of the Ford Company that they sold over 500 cars in October to the British public. If the British public can spend that amount of money on U.S.A. goods in that slack month, it augurs well for the English builders of cars in the busier ones to come.

New Model. One of the firms in the motor world that have made fortunes in war-time is the Birmingham Small Arms Company. Its motor section, the Daimler Company, is doing very well at the present time both with industrial and pleasure cars. So this week my new model is the 1915 20-h.p. Daimler. It is quite a distinct car from the 1914 type, and its distinguishing features are the four-speed gear-box and worm-drive forming one casing on the back axle, the shaft-brake being carried on the extension of the overhanging worm-shaft, and the C.A.V. engine-starter placed behind centre frame-stay on the frame itself. This engine-starter cranks up the motor by means of a friction wheel driven by a long universally jointed shaft which engages with the fly-wheel. Its cantilever back springs are also arranged so that, while they give great flexibility, the weight of the springs is taken off the back axle itself, being carried centrally on a transverse support, the forward ends of the springs being supported by shackles, and the rear ends attached to the back axle. What I like best in this car is that here you have a vehicle costing £500 and over as a high-class touring-car, while it follows on improved lines the B.S.A. small car which, when it first appeared, was apt to be sneered at, so that Daimler owners now have a choice from £350 to £1150 in four types of cars—the six-cylinder B.S.A. "fifteen," all fitted with Knight sleeve-valve engines and usual all-in equipment. W. W.

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